

**EXHIBIT B**

Shipper  
**CHANGSHU XINGDAO ADVANCED BUILDING-MATERIAL CO. LTD**  
**DONGBANG INDUSTRIAL PARK, CHANGSHU JIANGSU, CHINA.**

**BILL OF LADING**

B/L NO. CHASA04

Nationality of Ocean Vessel

Consignee

TO THE ORDER OF CREDIT SUISSE, ZURICH

Notify Address

CVACEROS AG BAARERSTRASSE 12 6300 ZUG SWITZERLAND

Shipped on board the vessel named herein in apparent good order and condition, (unless otherwise indicated), the goods or packages specified herein and to be discharged at the above mentioned port of discharge or as near thereto as the vessel may safely get and be always afloat.

The weight, measure, marks, numbers, quality, contents and value, being particulars furnished by the Shipper, are not checked by the Carrier on loading. The Shipper, Consignee and the Holder of this Bill of Lading hereby expressly accept and agree to all printed, written or stamped provisions, exceptions and conditions of this Bill of Lading, including those on the back hereof. One of the Bills of Lading duly endorsed must be surrendered in exchange for the goods or delivery order.

In witness whereof, the Carrier or his Agents has signed Bills of Lading all of this tenor and date, one of which being accomplished, the others to stand void.

Shippers are requested to note particularly the exceptions and conditions of this Bill of Lading with reference to the validity of the insurance upon their goods.

**Original**

Pre-carriage by	Place of Receipt by Pre-carrier		
Ocean Vessel	Port of Loading		
PADRE V. 01	CHANGSHU PORT, CHINA		
Port of Discharge	Place of destination (if goods to be transhipped at port of discharge)	Freight payable at	Number of original Bills
SAGUNTO PORT, SPAIN			THREE
Marks & Nos./Container Nos.	Number and kind of packages; description of goods	Gross weight kgs	Measurement m <sup>3</sup>
N/M	25 COILS	G. W. : 348.170 MTS	
	CONTINUOUSLY HOT-DIP ZINC-COATED STEEL COILS	N. W. : 346.020 MTS	
	CLEAN ON BOARD		
	FREIGHT PREPAID		
	FIXTURE NOTE DATED: 03.09, 2007		
TOTAL PACKAGES (IN WORDS)	SAY TOTAL TWENTY FIVE COILS ONLY		
Freight and charges	Piece of B(s)/L issue CHANGSHU, CHINA 30 SEP, 2007 Signed for the Carrier 常熟宏海国际船舶代理有限公司 CHANGSHU HONGHAI INTERNATIONAL SHIPPING AGENT CO. LTD. GENERAL MANAGER AS AGENT FOR AND ON BEHALF OF CARRIER AS AGENTS FOR THE CARRIERS: MESSRS. ARCEAN CARRIERS SA		

\*) Applicable only when document used as a Through Bill of Lading

(POC FORM 02) Printed in 1-1985

The following are the conditions and exceptions referred to:

- [illegible]

has to be taken care of by the port of loading, discharge or call or any place or waters during the carriage. The carrier shall be entitled to have such goods rendered innocuous, thrown overboard or damaged or otherwise disposed of at the Carrier's discretion without compensation and the Merchant shall be liable for and indemnify the Carrier against any loss of or damage resulting including loss of freight, and any expenses directly or indirectly incurred by the Carrier resulting from such shipment.

- [illegible]

Shipper  
**CHANGSHU XINGDAO ADVANCED BUILDING-MATERIAL CO. LTD**  
**DONGBANG INDUSTRIAL PARK, CHANGSHU JIANGSU, CHINA.**

**BILL OF LADING**

64. NQO, CHASA06

Nationality of Ocean Vessel

Consignee

TO THE ORDER OF CREDIT SUISSE, ZURICH

Notify Address

CVACEROS AG BAARERSTRASSE 12 6300 ZUG SWITZERLAND

Shipped on board the vessel named herein in apparent good order and condition (unless otherwise indicated) the goods or packages specified herein and to be discharged at the above mentioned port of discharge or as near thereto as the vessel may safely get and be always afloat.

The weight, measure, marks, numbers, quality, contents and value, being particulars furnished by the Shipper, are not checked by the Carrier on loading. The Shipper, Consignee and the Holder of this Bill of Lading hereby expressly accept and agree to all printed, written or stamped provisions, exceptions and conditions of this Bill of Lading, including those on the back hereof. One of the Bills of Lading duly endorsed must be surrendered in exchange for the goods or delivery order.

In witness whereof, the Carrier or his Agents has signed Bills of Lading all of this tenor and date, one of which being accomplished, the others to stand void.

Shippers are requested to note particularly the exceptions and conditions of this Bill of Lading with reference to the validity of the Insurance upon their goods.

**Original**

Pre-carriage by

Place of Receipt by Pre-carrier

Ocean Vessel

PADRE V. 01

Port of Loading

CHANGSHU PORT, CHINA

Port of Discharge

SAGUNTO PORT, SPAIN

Place of destination (if goods to be transhipped at port of discharge)

Freight payable at

Number of original Bills

THREE

Marks &amp; Nos / Container Nos.

N/M

Number and kind of packages; description of goods

9 COILS

CONTINUOUSLY HOT-DIP ZINC-COATED STEEL COILS

CLEAN ON BOARD

FREIGHT PREPAID

FIXTURE NOTE DATED: 03.09.2007

Gross weight kgs

Measurement m<sup>3</sup>

G. W. : 213.810 MTS

N. W. : 212.820 MTS

**ON BOARD**

30 SEP 2007

TOTAL PACKAGES (IN WORDS)

SAY TOTAL NINE COILS ONLY

Freight and charges

Place of B/L Issue

Dated

CHANGSHU, CHINA

30 SEP, 2007

Signed for the Carrier

常熟安海国际船舶代理有限公司  
 CHANGSHU HOHEART INTERNATIONAL SHIPPING AGENCY CO. LTD

GENERAL MANAGER  
 AS AGENT FOR AND ON BEHALF OF CARRIER  
 AS AGENTS FOR THE CARRIERS:

MESSRS. ARCBAR CARRIERS SA

\*) Applicable only when document used as a Through Bill of Lading

(P&amp;G FORM 02) Printed in 1-1988





CODE NAME 'CONGENBILL' EDITION 1984

BILL OF LADING  
TO BE USED WITH CHARTER-PARTIESPAGE 2  
B/L NO. CHASA09Shipper  
HANGZHOU LONGTAI MATERIALS INDUSTRY  
HOLDING CO., LTD

Consignee

PRODUCCIONES SIDERURGICAS DEL  
MEDITERRANEO, S.A.

Notify address

CASOCOBOS, S.A.  
AVDA. 9 DE OCTUBRE, 106.46520 PUERTO  
SAGUNTO, VALENCIA, TFN 96 267 21 58 FAX 96 267 95 62

Vessel

PADRE V. 01

port of loading

CHANGSHU, CHINA

port of discharge

SAGUNTO, SPAIN

ORIGINAL

Gross

Shipper's description of goods  
weight

PRIME HOT DIPPED GALVANISED STEEL SHEET IN COIL

MASTEEL,  
CHINA,  
GRADE,  
SIZE,  
WIDTH,  
COIL NO.,  
GROSS COIL WEIGHT,  
NET COIL WEIGHT,  
LENGTH OF THE COIL,  
SAGUNTO  
(BLUE COLOUR)GROSS WEIGHT: 1027.98MT  
NET WEIGHT: 1024.96MT  
100COILS

ON BOARD

25 SEP 2007

CLEAN ON BOARD

FREIGHT PAYABLE AS PER CHARTER-PARTY DATED 03.09.2007

SAY: TOTAL ONE HUNDRED COILS ONLY  
(of which on deck at Shipper's risk; the Carrier not  
being responsible for loss or damage howsoever arising)Freight payable as per  
CHARTER-PARTY datedFREIGHT ADVANCE.  
Received on account of freight:

Time used for loading.....days.....hours.

SHIPPED at the port of loading in apparent good order and condition on  
board the vessel for carriage to the port of Discharge of so near thereto as she may  
safely get the goods specified above.

Weight, measure, quality, quantity, condition, contents, and value unknown

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of  
Bills of Lading indicated below all of this tenor and date, any one of which being  
accomplished the other shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at	Place and date of issue CHANGSHU, CHINA 25 SEP 2007
Number of original B/L THREE	Signature 常熟宏海国际船舶代理有限公司 CHANGSHU HOHEART INTERNATIONAL SHIPPING COMPANY LTD ✓ AS AGENT FOR AND ON BEHALF OF CARRIER AS AGENTS FOR THE CARRIERS MESSRS AEGEAN CARRIERS SA

**BILL OF LADING**

Page 1

**TO BE USED WITH CHARTER-PARTIES**

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

**Conditions of Carriage**

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

**(b) Trades where Hague-Visby Rules apply.**

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

**(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.****(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salvaging vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salvaging vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
Destination, etc., see overleaf



C/ta Nacional 340, Km 939

46310 QUARTELL (VALENCIA)

Tel 982 602 500 Fax 982 601 188 982 602 877

www.prosidmed.com

CODE NAME "CONGENBILL" EDITION 1994

Shipper  
HANGZHOU LONGTAI MATERIALS INDUSTRY  
HOLDING CO., LTDBILL OF LADING  
TO BE USED WITH CHARTER-PARTIESPAGE 2  
B/L NO. CHASA10

Consignee

PRODUCCIONES SIDERURGICAS DEL  
MEDITERRANEO S.A.

Notify address

CASOCOBOS S.A.  
AVIDA.9 DE OCTUBRE, 106, 46520 PUERTO  
SAGUNTO, VALENCIA TEFN 96 267 21 58 FAX 96 267 95 62

Vessel

PADRE V. 01

port of loading

CHANGSHU, CHINA

port of discharge

SAGUNTO, SPAIN

ORIGINAL

Gross Weight

Shipper's description of goods

PRIME HOT DIPPED GALVANISED STEEL SHEET IN COIL

MASTEEL,  
CHINA,  
GRADE,  
SIZE,  
WIDTH,  
COIL NO.,  
GROSS COIL WEIGHT,  
NET COIL WEIGHT,  
LENGTH OF THE COIL,  
SAGUNTOGROSS WEIGHT: 1949.63MT  
NET WEIGHT: 1944.41MT  
174COILS

ON BOARD

26 SEP 2007

CLEAN ON BOARD  
FREIGHT PREPAID AS PER CHARTER-PARTY DATED 03.09.2007SAY: TOTAL ONE HUNDRED AND SEVENTY FOUR COILS ONLY  
(of which on deck at Shipper's risk; the Carrier not  
being responsible for loss or damage howsoever arising)Freight payable as per  
CHARTER-PARTY datedFREIGHT ADVANCE,  
Received on account of freight:

Time used for loading.....days.....hours.

SHIPPED at the port of loading in apparent good order and condition on board the  
vessel for carriage to the port of Discharge of so near thereto as she may safely get the goods  
specified above.

Weight, measure, quality, quantity, condition, contents, and value unknown

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of  
Lading indicated below all of this tenor and date, any one of which being accomplished the other  
shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue  
CHANGSHU, CHINA

26 SEP 2007

Number of original B/L

THREE

Signature

常熟宏海国际船舶代理有限公司  
CHANGSHU HONGHAI INTERNATIONAL SHIPING CO., LTD

GENERAL MANAGER

AS AGENT FOR AND ON BEHALF OF CARRIER

AS AGENTS FOR THE CARRIERS MESSRS AEGEAN  
CARRIERS SA



**BILL OF LADING**

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BAUTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

**Conditions of Carriage**

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

**(b) Trades where Hague-Visby Rules apply.**

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

**(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, Destination, etc., see overleaf



Ctra. Nacional 340 Km 10,5  
46510 QUARTELL (VALENCIA)  
Tel 962 602 500 Fax 962 601 188  
www.prosidmed.es

PAGE 2  
B/L NO. CHASA11

CODE NAME "CONGENBILL" EDITION 1984

Shipper  
HANGZHOU LONGTAI MATERIALS INDUSTRY  
HOLDING CO.,LTDBILL OF LADING  
TO BE USED WITH CHARTER-PARTIES

Consignee

HIESCOSA CL RAMON Y CAJAL 25,28914  
LEGANE,MADRID

Notify address

CASOCOBOS,S.A.  
AVDA.9 DE OCTUBRE,108.46520 PUERTO  
SAGUNTO,VALENCIA,TFN 96 267 21 58 FAX 96 267 95 62

Vessel

PADRE V. 01

port of loading

CHANGSHU, CHINA

port of discharge

SAGUNTO, SPAIN

Shipper's description of goods

PRIME HOT DIPPED GALVANISED STEEL SHEET IN COIL

MASTEEL,  
CHINA,  
GRADE,  
SIZE,  
WIDTH,  
COIL NO.,  
GROSS COIL WEIGHT,  
NET COIL WEIGHT,  
LENGTH OF THE COIL,  
SAGUNTO  
(RED COLOUR)GROSS WEIGHT: 650.18MT  
NET WEIGHT: 648.53MT  
55COILS

ON BOARD

26 SEP 2007

CLEAN ON BOARD  
FREIGHT PAYABLE AS PER CHARTER-PARTY DATED 03.09.2007SAY: TOTAL FIFTY FIVE COILS ONLY  
on deck at Shipper's risk; the Carrier not(of which  
being responsible for loss or damage howsoever arising)Freight payable as per  
CHARTER-PARTY datedFREIGHT ADVANCE.  
Received on account of freight:

Time used for loading.....days.....hours.

SHIPPED at the port of loading in apparent good order and condition on board the  
vessel for carriage to the port of Discharge of so near thereto as she may safely get the goods  
specified above.

Weight, measure, quality, quantity, condition, contents, and value unknown

IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of  
Lading indicated below all of this tenor and date, any one of which being accomplished the other  
shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue  
CHANGSHU, CHINA

26 SEP 2007

Number of original B/L

THREE

Signature

常熟宏海国际船舶代理有限公司  
CHANGSHU HONGHAI INTERNATIONAL SHIP AGENT CO. LTDAS AGENT FOR AND ON BEHALF OF CARRIER  
CARRIERS SA

**BILL OF LADING**

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGENBILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

**Conditions of Carriage**

(1) All terms and conditions, liberties and exceptions of the Charter Party, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

(b) *Trades where Hague-Visby Rules apply.*

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

**(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part II, Art. 148.

**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
Destination, etc., see overleaf

RECEIVED BY THE  
PANDORA CONSULTING  
LEGAT (MONTREAL)